



**US Army Corps
of Engineers®**
New York District

REYNOLDS CHANNEL & NEW YORK STATE BOAT CHANNEL

Shallow Draft Navigation

FACT SHEET

DESCRIPTION: The study area is located along the south shore of Long Island in the counties of Nassau and Suffolk, New York. Reynolds Channel is located in the bay area north of Long Beach Island, with ocean outlets at East Rockaway Inlet and Jones Inlet. The New York State Boat Channel continues eastward through the bays behind Jones Beach Island to a point near Captree Island and Oak Beach, with ocean outlets at Jones Inlet and Fire Island Inlet. The existing channel depths restrict existing commercial and industrial use including oil tankers, municipal barges, commercial clamming trawlers, private party and fishing head boats, and recreational boaters. Vessels must lightload or only use the channels at high tide. Deepening channels and providing a more direct navigation route would result in transportation savings.

AUTHORIZATION: This study is authorized by the Water Resources Act of 1992, Section 309 (d). The Reconnaissance study identified four primary problem areas. These problem areas were identified as Reaches 1 thru 4. Reach 1 consists of Reynolds Channel from the existing authorized Federal channel at East Rockaway Inlet through the entrance to Hog Island Channel and up to the oil tanks located at Oil City. Reach 2 consists of Reynolds Channel from the entrance of Hog Island Channel to the Point Lookout Bridge and continuing to the Federal navigation channel at Jones Inlet. Reaches 3A and 3B consist of Long Creek (3A) from the Loop Causeway Bridge to the entrances to Woodcleft Canal, Hudson Channel and Freeport Creek and Sea Dog Creek (3B) from Reynolds Channel to Long Creek. Reach 4 consists of Reynolds Channel from Jones Inlet to Fire Island Inlet. The Reconnaissance study findings and conclusions indicate potential Federal interest in proposed plans for establishing navigation improvements for Reaches 1,2 and 4.

STATUS: A reconnaissance study was completed in June 1995. There appears to be a Federal interest in pursuing a more detailed study to determine the feasibility of navigation improvements. The feasibility study would further seek to develop improvement plans to ascertain the most suitable solution for the study area's problems. The study will also consider the potential for environmental restoration measures and beneficial uses of dredged material, if determined to be appropriate. The New York State Department of Environmental Conservation (NYSDEC) supports ongoing study efforts and has indicated a willingness to cost-share the feasibility study. However, the NYSDEC indicated that at the present time they, as the non-Federal sponsor, do not have funding available to initiate the cost-shared feasibility study. As a result, the feasibility study initiation is not currently scheduled.

PROJECT COST:

Estimated Federal Cost	\$ 800,000
Estimated Non-Federal Cost	<u>\$ 800,000</u>
Total	\$1,600,000

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